

Sanitized Copy Approved for Release 2011/08/23 : CIA-RDP87M00539R001401770003-6

**Page Denied**

Central Intelligence Agency



Washington, D. C. 20505

~~1800/5~~

07 JAN 1986

Executive Registry
86- 0293

STAT



Dear [Redacted]

STAT

I read your letter with great interest, and I thank you for taking the time to outline a thoughtful solution to the terrible problem of air piracy.

It has recently been reported in the press (4 December Washington Post) that the Federal Aviation Administration (FAA) has evaluated ideas similar to yours. After thorough study, the FAA has concluded that this approach, while good in principle, cannot be implemented safely. The problem is dosage level. Anesthesiologists tell us that the amount of gas required to render a healthy, robust person unconscious may be fatal to the elderly, the infirm and the very young. So, you see, such a system could pose a serious hazard to many hostages.

Those of us charged with the responsibility for combating terrorism continue to search for and study solutions such as yours to these difficult problems. I appreciate your interest, and I welcome any further suggestions you might have.

Yours,

*[Handwritten signature]*

William J. Casey  
Director of Central Intelligence

0-147

## PORT

## QUIZ:

What was the nation's per capita  
expenditure on red meat last year?  
(Answer below)

## *Inside: the Transportation Agencies*

# Knockout Gas Seen Too Risky For Use on Hijacked Planes

Every time there is an airplane hijacking, somebody wonders why the Federal Aviation Administration doesn't require that passenger planes be equipped with an odorless, colorless gas that can be released into the cabin to make everyone unconscious, so rescuers can board without tragic results.

In fact, the FAA and other government agencies have examined and, so far, rejected that solution.

"We don't want something that solves one problem while setting up a different hazard," a knowledgeable FAA official said. He cited three major areas of concern:

- No gas that will keep people alive knocks them out quickly enough to assure that terrorists would not have time to react violently before they are overcome. "It doesn't take long to pull the pins on a few hand grenades," the official said.

- The dosage necessary to incapacitate an individual is an individual thing, the reason "we pay anesthesiologists nice salaries," the official said. A typical commercial flight carries people of every age, from infants to octogenarians, whose physical conditions range from frail to robust. In other words, fatalities might result from a dosage that would guarantee at least the temporary incapacitation of everyone.

- No 100 percent guarantee has been found against accidental release of this odorless, colorless knockout gas. For a plane on a routine flight with no hijackers, even the remote possibility of knocking out all passengers and crew members is daunting.

Lauber took the seat held by Adm. G.H. Patrick Bursley. Bursley had been a big hit with the press because of his careful but straightforward answers to the questions that followed the Delta Airlines crash in Dallas last August.

Lauber was a human-performance expert with NASA and is regarded as highly qualified.

The other two nominees were Kenneth I. Hill, who worked for former presidential adviser Michael Deaver at the White House, and Vernon L. Grose, a systems safety specialist who served as a safety board member in 1984 on a recess appointment but never was confirmed by the Senate. Grose's tenure is best described as fractious, and he did not help himself by making it known that he wanted to be called "Dr. Grose," although his doctorate is honorary, or by holding early-morning prayer meetings in his office.

The objections to Hill seem to have more to do with his lack of technical experience, at a time when aviation safety has returned as a big issue.

It is unclear whether the White House will resubmit either Hill's or Grose's names. Of the two, Hill is regarded as having a better chance, assuming his nomination is accompanied by that of a technically qualified individual.

Meanwhile, Board Chairman Jim Burnett and Vice Chairman Patricia Goldman are splitting duty every other week on the board's "go team," which must always be on call for a major accident.

**SHORTHANDED...** The National Transportation Safety Board, which is having its busiest year in terms of aviation accident investigations, has been without a full complement of five members since

**CONTROVERSY...** The safety board's investigation of the Nov. 10 collision of two private planes over Teterboro, N.J., has reopened an old controversy: FAA reliance on pilots to "see and avoid" each oth-

~~SECRET~~

~~7 JAN 1986~~

DS&T-1100-85  
17 December 1985

MEMORANDUM FOR: Director of Central Intelligence

FROM: R. E. Hineman  
Deputy Director for Science and Technology

SUBJECT: Letter [redacted] Regarding Air Piracy [redacted]

25X1

25X1

1. Attached is a draft response [redacted] It draws upon information which the Federal Aviation Administration has released to the public through the Washington Post. A copy of the article is attached. [redacted]

25X1

25X1

25X1

R. E. Hineman

Attachments:  
As Stated

Distribution:

- Orig - Adse
- 1 - DCI (w/atts)
- 1 - ER (w/atts)
- 2 - DDS&T (w/atts)
- 1 - DS&T Registry (w/atts)
- 1 - [redacted]
- 1 - [redacted]

DS&T [redacted]  
Retyped: EA/DDS&T [redacted] (17Dec85)

25X1

DCI 25X1  
EXEC 25X1  
REG

2-147  
25X1

~~SECRET~~

**EXECUTIVE SECRETARIAT****ROUTING SLIP**

TO:

		ACTION	INFO	DATE	INITIAL
1	DCI		<b>X</b>		
2	DDCI		<b>X</b>		
3	EXDIR				
4	D/ICS				
5	DDI				
6	DDA				
7	DDO				
8	DDS&T	<b>X</b>			
9	Chm/NIC				
10	GC				
11	IG				
12	Compt				
13	D/OLL				
14	D/PAO				
15	D/PERS				
16	VC/NIC				
<b>17</b>	<b>DER</b>				
18					
19					
20					
21					
22					

SUSPENSE 17 DEC 85  
Date

## Remarks

TO #8: Please prepare an appropriate response for DCI signature.

Executive Secretary

9 DEC 85

Date

3637 (10-81)

25X1

SECRET

Executive Registry

85- 4802/1 ✓

9 December 1985

MEMORANDUM FOR: Deputy Director for Science and Technology

FROM: Director of Central Intelligence

SUBJECT: Letter 

25X1

I'd like your evaluation of this idea. I'd also like for you to prepare a response which can go out in the unclassified mode without specifying the subject in the letter but indicating, to the extent you think we can, that we are aware of the possibility and have been working on it.



William J. Casey

SECRET



25X1

C-147

Executive Registry

85- 4802

4 DEC 1985

25X1

November 29, 1985

Mr. William Casey  
Director of Central Intelligence  
Central Intelligence Agency  
Washington, D.C. 20505

Dear Bill:

We discussed this not long ago. I think anti terrorism is everyone's business. That motivates me now in addition to my wanting to be sure I was clear in all I said to you earlier.

Every passenger plane in the free world (or even behind the iron curtain) should be equipped with a gas strong enough to render anyone unconscious for a period of time but with not bad after effects. The release of the gas is activated by a button in every control tower at every airport in the world, by remote control. The pilot can also have a control button.

The pilot has to land for fuel or routes to somewhere else. So the pilot tells the control tower terrorists are in control and he gets landing instructions.

The plane lands and comes to a dead stop. The control tower presses a button releasing the gas, possibly thru the air conditioning system in the plane and passengers and crew and terrorists are rendered unconscious. Depending on how much gas is released will be the length of time for the counter terrorist forces to storm the plane and restore order.

Frankly, Bill, I can't find anything wrong with it. People are electronically checked now and if gas masks were added, one would think their bulk would give them away. No matter how common this procedure gets, the control is always in the control tower. Even if the terrorists threaten to kill if gas is used, still the plane has to land sometime. So, once again, control rests with the control tower.

Mr. William Casey  
Page 2

November 29, 1985

It's possible that if the pilot or any of the crew are alone the warning light could warn the pilot to protect himself, if he doesn't have a gun to his head.

Of course, regard this matter as being offered to you anonymously. Time is running out and the danger is too great to worry about anything other than stamping out this terrible menace. Of course this needs refinement.

Best wishes,



25X1